

**Appendix****TOD Evaluation Checklist**

For development to be transit-oriented, it should be shaped by transit with respect to parking, density, and/or building orientation when compared to conventional development. It is not sufficient to merely locate conventional development adjacent to transit.

Local governments play a significant role in facilitating TOD through plans, policies, zoning provisions, and incentives for supportive densities, designs, and mix of land uses. A successful TOD will reinforce the community and the transit system.

The checklist on the following page can be used to guide communities as they review proposed projects and assess the transit-friendliness of current land use codes and ordinances.

## Appendix

Within an easy walk of a major transit stop (e.g., 1/4 to 1/2 mile walk), consider the following:

***Land Use***

- ☐ Are key sites designated for “transit-friendly” land uses and densities (i.e., walkable, mixed-use, not dominated by activities associated with significant automobile use)?
- ☐ Are “transit-friendly” land uses permitted outright, not requiring special approval?
- ☐ Are higher densities allowed near transit?
- ☐ Are multiple compatible uses permitted within buildings near transit?
- ☐ Is the mix of uses generating pedestrian traffic concentrated within walking distance of transit?
- ☐ Are auto-oriented uses discouraged or prohibited near transit?

***Site Design***

- ☐ Are buildings and primary entrances sited to be easily accessible from the street?
- ☐ Do the designs of areas and buildings allow direct pedestrian movements between transit, mixed land uses, and surrounding areas?
- ☐ Does the site’s design allow for the intensification of densities over time?
  - Are the first floor uses “active” and pedestrian-oriented?
  - Are amenities provided to create an interesting and enjoyable pedestrian environment along and between buildings?
  - Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?
  - Are there trees sheltering streets and sidewalks? Is there pedestrian-scale lighting?

***Street Patterns and Parking***

- ☐ Are parking requirements reduced in close proximity to transit, compared to the norm?
  - Is structured parking encouraged rather than surface lots in higher density areas?
  - Is most of the parking located to the side or to the rear of the buildings?
  - Are street patterns based on a grid/interconnected system that simplifies access?
  - Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
  - Are there convenient crosswalks to other uses on-and off-site?
  - Can residents and employees safely walk or bicycle to a store, post office, etc.?
- ☐ Does the site’s street pattern connect with streets in adjacent developments?

## Appendix

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## Appendix

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